

# 1,200,000 TONS OF COAL HOARDED BY TRUST IN NEW YORK DISTRICT.

Within a Day's Haul of Metropolis Railroads Have Immense Stores of Anthracite That They Will Sell Only at Prices Netting Them Sufficient to Make Continuance of Strike an Object.

## COAL TRUST'S "HOLD-BACK" AND PLACES OF STORAGE.

	Tons.
Weehawken-Erie	500,000
South Plainfield-Lehigh Valley	500,000
Port Reading-Reading	200,000
Morris Plains-Lackawanna and Western	125,000
South Ambler-Pennsylvania	100,000
Edgewater-New York, Susquehanna and Western	100,000
Weehawken-New York, Ontario and Western	50,000
Cornwall-New York, Ontario and Western	50,000
Rondout-Delaware and Hudson	25,000
Total	1,200,000

ONE MILLION, TWO HUNDRED THOUSAND TONS OF COAL HELD BY THE TRUST ARE WITHIN A DAY'S HAUL OF NEW YORK.

Counting on their chances of bringing the miners into thorough subjection by Sept. 1, the operators have begun moving the supply of coal on hand nearer the shipping centres, so that they will have a clear way when they resume operations.

In the aggregate about 100,000 cars are run by all the companies in the Trust. A considerable percentage of these are now loaded and standing in yards and sidings near the storage centres of the various companies.

Each represents thirty tons of the Trust's "hold back," and each is being quietly unloaded, its contents going to a "country dealer" who is supposed to have stock on hand all the time, because he has no market for the coal he has bought.

## TRUST COAL ON SIDINGS READY TO BE RELEASED.

"It is thought advisable by the developments of the past few days to keep the trade in thorough touch with the conditions by the issuing of this schedule. It is more now a question of getting coal than what you pay for it."

This announcement headed the latest increased scale of prices sent out to the retail dealers, and which immediately resulted in the jump of coal to \$8 a ton.

The paragraph "It is more now a question of getting coal than what you pay for it," has great meaning for the coal-consuming public. It signifies that the retailers must grab at anthracite wherever they may see it and pay any price that is asked for it.

**Must Get Coal.**  
The majority of them know that they are in the coal business for life. To keep going they must supply their customers, and in order to do so must fill orders. To fill orders they must get coal, and to accomplish the latter they have to pay whatever price is demanded. That they are being squeezed is evidenced by the latest 50-cent addition to the ton, making the current price \$8.

Skill, any one of these who are scouting about trying to get a presentable heap of fuel in their coal-yards might stand on the North River shore and with a good pair of field glasses discern lines of cars in the Erie yards ready to be dumped wherever the Trust may direct. Their glasses will not penetrate the Erie coal bins to which the cars point, but if they could the retailers would see a bulk of the "hold-back" of the Trust and which they may eventually have to buy at more than famine prices.

The yards of the Erie road are but a sample of what those of all

the other coal-carrying companies present.

**Cars All Filled.**  
In the Erie yards early to-day were about 200 cars that had only just been rolled in from the mines, and all were filled with the best anthracite.

There were some two hundred others laden with soft coal, but those were only a distraction.

These 200 cars of anthracite were destined for "nobody knew where," but for or from the mines, and there is the fact that all would eventually be emptied into the bins of the road, which occupy a long dock on the river's edge of the yard and admittance to which is forbidden all outsiders.

**Trust Getting Ready.**  
But those in the coal trade could tell them that the trust is getting ready for resumption at the mines and wants to get the 5,000,000 tons of anthracite it controls near the market ready for sale when it can let that quantity go.

It also wants to have its cars free and close to the mines, to rush on its first product after the strike.

The operators, through their own design, are away behind on the delivery. Coal that should now be on the way to the East and West will not be started until early fall, and there is danger that points in the West reached by boats that transship from Chicago, Milwaukee and Duluth will not be touched at all this winter, unless by sky-high rates by train.

A careful estimate shows that 1,200,000 tons of hard coal are now within a comparatively short distance of New York and capable of being delivered here within twenty-four hours.

**Lehigh Valley Leads.**  
The Erie is sending its loads to Weehawken and Hoboken, the New York, Ontario and Western to Weehawken and Cornwall, N. Y., the Lackawanna and Western to Morris Plains, the Reading to Port Reading, the Lehigh Valley to South Ambler, the New York, Susquehanna and Western to Edgewater and the Delaware and Hudson to Rondout.

The Lehigh valley has the greatest quantity of any of the companies at its big storage grounds in South Plainfield. A small number of cars usually at that place may not be so high as in ordinary times, but coal is in the vicinity. The Lehigh valley is estimated at 500,000 tons. The Reading has the next largest quantity, some 200,000 tons being held in reserve at Port Reading. The Delaware, Lackawanna and Western is next with 125,000 at Morris Plains. The Pennsylvania is credited with 100,000 at South Ambler, the New York, Susquehanna and Western with 100,000 at Edgewater, the Erie with 50,000 at Weehawken, the New York, Ontario and Western with 50,000 at Weehawken and 25,000 at Cornwall, N. Y., and the Delaware and Hudson with 25,000 at Rondout.

All the middlemen and big dealers have insisted that they were buying largely in the Eastern States, but why Boston should have more coal than it needs and send it to supply New York was a bit hard of comprehension. New York is dear. The agents of the trust who are the "country dealers" at selling to the purchasers for the retailers, and the figures show that the "country dealer" is in a position to sell for some time yet.

Some 1,000,000 tons held by the Trust are located at convenient stations, but most of it will be shipped this way within the next two weeks.

## 20 GIRLS FALL IN ELEVATOR.

Although Badly Shaken Up, None Is Injured.

An elevator in the Trust Building, Nos. 5 and 7 East Forty-second street, filled with twenty young women strolling and lightheartedly going out to luncheon, fell from the fourth floor to the basement shortly after noon.

A light badly shaken up, none of the passengers was injured. The superintendent of the building claims that the grounding of the electric current caused the accident.

**OFF A TRISTLE TO DEATH.**  
ZANESVILLE, O., July 25.—One person was killed and twenty-three severely injured in an accident on the Ohio and Erie Railroad near here. The rear car of a train was derailed on a trestle and fell forty feet. None of the thirty passengers aboard escaped injury.



THE COAL ROBBER AND OUR TRUSTY FORCE.  
"Come, Hurry Up! You Are Keeping Something Back."

## CARS ON FIRE IN LIMITED WRECK

Pennsylvania Train from St. Louis Crashed Into Wildly Running Coal Car.

(Special to The Evening World.)

XENIA, O., July 25.—The wreck of the Pennsylvania limited from St. Louis to New York at Trebin station was not so serious as was first reported. Four persons were killed and nearly twenty injured, few of them seriously.

**The Dead.**  
WILLIAM CLARK, engineer, of Columbus; leaves widow and three children.

PATRICK DWYER, fireman, of Cincinnati.

M. M. PETERS, mail clerk, Greenfield, Ind.

CHARLES MCGOWAN, mail clerk, The injured.

JOSEPH CONVERSE, Elmhurst, N. Y., scalp wound; not serious.

BESSIE DONOVAN, Irwin, Pa., cut about head; not serious.

WILLIAM G. FORSYTH, Indianapolis, Ind., mail clerk, seriously injured.

W. A. GRIFFORD, Woodstock, mail clerk, cut about head and arm; seriously injured.

JAMES MADDEN, Indianapolis, Ind., nose fractured; not serious. Had a ticket for Ireland and was able to proceed.

MOLLIE COLLINS, Louisville, Ky., head cut; not serious.

A dozen other persons were injured somewhat, but none so seriously as to prevent them from proceeding on their journey.

Trebin station is three miles from this city. In the first reports sent from there it was said a woman and child had been burned to death, but that story is not confirmed and is discredited.

The accident was caused by a coal car which was running wild. In some manner the coal car became unbalanced from its couplings to a freight train, and started down a three-mile grade, gaining velocity as it went. At the bottom of the grade it crashed into the engine of the passenger train. The coal car was smashed and the passenger engine demolished, while the postal and express cars were piled on top of it in a promiscuous heap.

**Cars Set on Fire.**  
Almost simultaneously with the first crash the gas tanks under the cars exploded and set fire to the ruins.

Cries were heard from the wreckage, where many passengers were held down by the debris.

An engine from Xenia was hurried to the scene and two Pullman cars that had remained on the track were hauled to a place of safety, serving for the time being as a refuge for the less seriously wounded.

The badly injured were brought to Xenia, where not only the houses but private houses were opened for their accommodation. Those unfortunates were later taken to Columbus to resume their journey.

The engineer, William Clark, of Columbus, was buried beneath his engine and his body burned.

**PART OF TRAIN WENT DOWN EMBANKMENT.**  
(Special to The Evening World.)

BINGHAMTON, N. Y., July 25.—A Lehigh passenger train crashed into a washout six miles below Owego late last night and part of it went down the embankment.

The heavy rains of the past few days had undermined the tracks in this section and all trains were delayed. As the engine struck the washout the engineer and fireman jumped. They were badly bruised and internally injured. The passengers were severely shaken up.

## BOY OF 19 HELD FOR MURDER.

Bidwell Fluss, Plumber's Apprentice, Accused of Shooting Saloon-Keeper.

(Special to The Evening World.)

Bidwell Fluss, nineteen years old, a plumber's apprentice, was held without bail by Magistrate Crane, of the Harlem Court, this afternoon on a charge of murdering George Baker, a saloon-keeper at No. 629 West One Hundred and Thirty-first street.

Baker was clearing his saloon last Sunday when three persons entered and demanded drinks. He said he would not sell on Sunday, and a fight resulted, in which he was mortally wounded.

William O'Connell, of No. 126 West One Hundred and Ninth street, and Matthew J. Hopkins, of No. 23 West Sixty-sixth street, were arrested. They admitted being with Fluss. They told of how Baker had knocked Fluss to the floor and was on top of him when Fluss drew a revolver and shot the saloon-keeper.

Fluss was arrested to-day while at work on a new building at No. 164 East Ninety-seventh street.

## MAINE OVATION FOR W. J. BRYAN.

Nebraskan Received by Big Crowd at Augusta and Is Greeted with Enthusiasm—Makes Address.

AUGUSTA, Me., July 25.—An immense crowd assembled at the depot here to meet William J. Bryan and party to-day. The train came in shortly after 1 p. m. this afternoon, and as soon as the Nebraskan made his appearance he was enthusiastically cheered. The entire party, with the exception of Mr. Bryan, was driven to the City Hall, which was filled.

The Democratic candidate for Governor, Samuel W. Gould, of Skowhegan, was the first speaker.

Mr. Bryan reached City Hall at about 2:30 o'clock and was given a tremendous ovation.

## OUTLINES ROCK ISLAND'S PLANS.

A leading interest in the Chicago, Rock Island and Pacific Railroad outlined to-day the plans under consideration for the readjustment of the company's securities.

The reorganization will be along the lines of that introduced by the Chicago and Alton road. It will be on a basis of 10 to 100 4 per cent. bonds for each 100 shares of existing Rock Island stock.

It is also stated that Rock Island will take over at least another large railroad system and that it is also proposed to build a direct road from St. Louis to Joliet, Ill. The entire matter is now in the hands of the Rock Island's legal advisers, and a formal statement will probably be made next Tuesday or Wednesday.

## DUPES OF BARON REVOLT AT LAST.

Cause Arrest of Adolph Von Manteuffel After He Worked on Their Sympathies.

Baron Adolph von Manteuffel, young, handsome, came down from cell No. 48, at the Tombs to-day to talk with an Evening World reporter.

He is blond, with a dainty little mustache, and large dark eyes. He is held for examination on the specific charge of swindling ex-Mayor Edward Cooper out of \$5, but the officers of the Charity Organization Society say he has been victimizing wealthy and charitable people for years, living in style at No. 116 St. Nicholas avenue, Brooklyn.

He talked very frankly about his affairs. He admitted that for four years he had lived and kept a wife and little son on the proceeds of charity work. He said he was innocent to his efforts to secure employment.

"Take Mr. Cooper," said he; "I had a letter of recommendation from a professor at Cooper Union to ex-Mayor Hewitt. I tried for eight months to see him, but he was always out. Some one asked why I did not see Mr. Cooper. I saw him. He read my letter and said: 'Here is \$5. Come to-morrow.' When I went next day he accused me of swindling."

"That was always the way. I tried to sell books, but men would rather give me 25 cents on a dollar to get me out of their offices than buy my books. Nobody would let me make an honest living. My wife does not know how I have got my living. I came to America six years ago with \$200. I bought a saloon in Newark. In eight months they drove me out without a cent. After trying hard to get work, and always getting 'charity' instead, I concluded to make my business, but I never saw my money again. I am known now in Brooklyn, as I am here in prison, as Herman Trochener. I have earned nothing in four years except this way."

"They say I swindled several people, who named they mentioned. Well, I never got anything of Mr. Schiff, Prof. Gottlieb, of Columbia, gave me a letter, and Mrs. Knickerbocker gave me 25 cents on a cold winter night at her door in Madison avenue."

Trochener, or Baron von Manteuffel, was arrested with Otto Wittels, to whom he refers naively as his partner, and the two were taken to the Tombs, which indicated that they worked under many names. The Baron said they did, but that some of the papers were borrowed from another comrade in the business. He will be up in the Centre Street Court to-morrow.

## HAVOC BY CLODBURSTS IN WESTERN NEW YORK.

Crops Ruined, Houses and Bridges Swept Away, Railroad Tracks Washed Out.

GENEVA, N. Y., July 25.—A cloudburst caused heavy damage near Dresden last night. Acres of crops were destroyed, a number of dwellings, barns and other buildings were washed away and several miles of track on the Pennsylvania division of the New York Central were washed out.

PHILADELPHIA, July 25.—A violent electrical storm broke over this city and surrounding country to-day, causing much damage to property and vegetation.

The fire department was kept busy for the space of an hour extinguishing fires caused by the lightning.

In all sections sewers overflowed, streets were converted into rivulets and cellars were flooded.

## SOLOMON'S TEMPLE.

VIENNA, July 25.—The Neues Wiener Tagblatt says that Dr. Bellini, a Vienna University professor who is exploring Palestine for the Imperial Academy of Sciences, has discovered the walls and gateway of the ancient Temple of Solomon, near Jacobah, Samaria.

## M'AULIFFE DONE TO DEATH AFTER ARREST.

Justice Mayer Decides Glennon Witness Was Not Killed by His Fall.

NO EVIDENCE TO CONVICT.

Opinion Says, However, that Brain Injury Was Received While in Custody of Police or Immediately Afterward.

Justice Mayer rendered his decision in the McAuliffe hearing to-day.

The gist of his ruling is that James McAuliffe received his death wounds AFTER HIS ARREST BY THE POLICE.

**No Evidence to Convict.**

While holding that no evidence had been presented to warrant holding any one for McAuliffe's death, the Justice says that the crucial point in the case relates to the time and place when McAuliffe received his death injury.

"It is equally certain," he says, "that the injury behind the ear resulting in the fracture of the skull and laceration and hemorrhage of the brain, was not received or inflicted at the time of the fall in front of No. 803 Sixth avenue."

"This conclusion is not only borne out by the testimony of physicians, but is likewise apparent to the lay mind, for it certainly is not possible that a man falling limp, prone upon his face, should at the same time sustain an injury, such as this, just behind the ear."

**When He Was Hurt.**

"The serious question, therefore, in this case is when and where James McAuliffe received the injury behind the right ear, which resulted in his death."

"Upon this point we have absolutely no direct testimony, and therefore we must ascertain the nature of such an injury, and whether it was received before or after McAuliffe was taken into custody by Reddy, and whether it was caused by McAuliffe to walk from his cell to the patrol wagon, from the patrol wagon to the pen in the courthouse, to answer the magistrate that he was married and never had been arrested before, and to go from the courthouse in West Fifty-fourth street to No. 803 Sixth avenue, while suffering from the fracture of the skull from which he died, or whether this injury was received on the way from the court to Sixth avenue."

**Injured After His Arrest.**  
After a close analysis of the medical testimony presented, Justice Mayer says:

"Upon the evidence in this case, and more particularly the testimony of the physicians, I must conclude that:

"McAuliffe was not suffering from the brain injury which caused his death when he was arrested by Reddy at about 9:10 on the evening of Saturday, Feb. 15, 1902."

"This injury, therefore, was received some time between 10:30 P. M. the previous night when he was taken to his cell, and the time that he fell at No. 803 Sixth avenue."

"How he received this injury neither I nor any one else can determine."

**VERESTCHAGIN ARRIVES.**

Russian, Who Will Paint Battle of San Juan for President, Is Here.

Vassili Verestchagin, the Russian painter, who has been making studies for his painting of the battle of San Juan Hill for President Roosevelt, was a passenger on the steamer *Seraglio* from Santiago, which arrived this morning.

**CURIOSITY COST FINGERS.**

Martin Davis, of Kingsbridge, was passing the street lift of the Grand Hotel at Thirty-first street and Broadway, which carries ashes from the cellar to the sidewalk.

There is a chain attached to a pulley, and Davis put his hand on this out of curiosity. Suddenly the machinery was started and three fingers of his hand were caught and crushed in the chain.

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FACTORIES: 401, 403, 405 East 5th St. N. Y.

## WANT MRS. BETTS TO EXPLAIN SUICIDE ROUNDS'S LETTERS.

Woman Wrote Them at the Man's Dictation Before He Ended His Life—Gave All Property to Her.



FREDERICK D. ROUNDS.

The Hoboken police are to-day trying to find out from Mrs. Lydia A. Betts, of No. 235 Eleventh street, why she wrote three letters at the dictation of Frederick D. Rounds, a roomer in her house, each showing clearly that he was contemplating suicide and each giving directions concerning the disposition of his body and property.

After a visit from Charles H. Snell, a cousin of the dead man, County Physician Converse this afternoon ordered Coroner Parslow to hold an inquest. This being an unusual proceeding in a suicide case it led to the belief that a deeper mystery is to be solved.

The action of Mrs. Betts in writing the letters will be brought out clearly. The police have been asked to secure a complete statement from Mrs. Betts. The inquest will be held at 19 o'clock to-morrow morning.

Mrs. Betts, who admits writing the letters at Rounds's dictation, was in her husband's room. Mrs. Betts would not give it to her, nor would she admit her to the house. Then the police took the jewelry and everything else.

Charles H. Snell, a cousin of the dead man, arrived in Hoboken to-day and took charge of the body, which he will have shipped to Watertown. He also claimed the property left by Rounds.

Rounds came to New York in 1890 as Secretary of the Railroad Branch of the Y. M. C. A. and later became Secretary to President C. H. Thompson, of the Broadway and Seventh Avenue Railway Company. Recently he has been connected with the Sterling-Meeker Company, railway supplies, of Newark.

## JOHN E. LOVELY INDICTED; ACCOUNTS SHORT \$10,000.

John E. Lovely, secretary of the Union Co-operative Building and Loan Association, of Brooklyn, has been indicted on a charge of misappropriating \$10,000 of the funds of the Association. Lovely was last seen at his glove store, No. 594 Fulton street, Brooklyn, on June 14.

He was prominent among social and fraternal societies in Brooklyn and are lived on the fashionable Park Slope. The case was presented to the Kings County Grand Jury by the officers of the association, who say they do not know yet how much the defalcation will aggregate, but that it will be far in excess of the amount named in the indictment.

The indictment was found last Tuesday, but was kept quiet until the police had an opportunity of looking for Lovely. Lovely's friends say that he never smoked, drank or gambled and are at a loss to account for the shortage. He was prominent in church work in Brooklyn.

## The Sunday World.

A Few of the Features.

Most Wonderful Journey Ever Taken.

Harry de Windt, the famous explorer, after the most astonishing adventures, has at last reached the Klondike on his overland trip from Paris to New York. He tells the story of the journey exclusively for the Sunday World.

Rockefeller's Hair Is Coming Back!

The richest man in the world, who lost his hair, eyebrows and mustache by a strange disease, may soon again have them back, for a new growth has started.

Mrs. Bradley Martin's First Defeat

Unbroken success was hers till she tried the role of matchmaker for her rebellious niece, Miss Ethel Davies.

Can the Dead Be Brought to Life?

A French scientist's startling invention and what it has done.

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CLOCKERS	4	PLUMBERS	5
COLLECTORS	3	POLISHERS	5
COMPOSITORS	4	PORTERS	5
COOKS	17	ROOFERS	5
DENTISTS	2	SALSAHAIRES	5
DISHWASHERS	6	SEAMEN	5
DRIVERS	3	STENOGRAPHERS	5
DRUG CLERKS	5	WAITERS	12
DRUG HANDS	5	WAITRESSES	10
DRUGGERS	5	MISCELLANEOUS	172
DRUGGISTS	5	TOTAL	486
DRUGGISTS	5		
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